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Photograph by Lionel Green

UNDER OLD GLORY WHEREVER SHE GOES

Virgin Islanders take pride in the nationality conferred when the U. S. bought the islands in 1917 as a defense base (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Gibraltar's Unbolted Back Door

THE diplomatic duel between Germany and England over the good graces of Spain has emphasized Gibraltar's rarely noticed Spanish frontier.

Gibraltar is ordinarily separated from Spain only by an iron fence. Although the famous rock rises impregnable from the sea, its landward side is linked to mainland Spain by a narrow, mile-long, flat sandy isthmus, across which the high fence marks the British-Spanish frontier.

British Fought off Spanish Siege with White-Hot Cannon Balls

This Achilles' heel of Britain's key Mediterranean stronghold was shielded by a neutral Spain in the World War. Since a far-sighted British admiral won the Rock for the British Empire in a two-day surprise attack in 1704, losing just 60 men, the only serious challenge to British control has come from Spain. Ruins of a line of forts still stand behind the Spanish frontier. Spain's repeated efforts during the 18th century to reclaim this strategic rocky bastion included a four-year siege begun while England was fighting the American Revolution. Then the British defended the Rock with cannon balls heated white-hot.

This fortress that geography built has fallen only three times in more than a thousand years. Its capture by the Berber chieftain Tarik, in 711, gave it the name of "Mount of Tarik"—*gibel-al-tarik* (or *jebel tarik*). Its strength, recognized 3,000 years ago, earned it the title of one of the Pillars of Hercules.

But the renown of Gibraltar's might was earned chiefly by the limestone cliffs of its eastern face (illustration, next page). From the ridge atop these cliffs, Gibraltar slopes down on the west to the relatively level ledge where Gibraltar Town stands, beside the harbor and dockyard. The ledge spreads out southward to Devil's Bowling Green, Windmill Hill Flats, and Europa Flats, which terminate in the lighthouse-tipped point at the southernmost end of the Gibraltar Peninsula. To the north the level land fans out to form the flat isthmus link with Spain (illustration, inside cover), broadening from a half-mile at the Rock's base to more than two miles as it approaches the Spanish city of La Linea.

"Inside" Slopes Exposed to Shelling from Spain

Over the isthmus from the north came the surprise attack from Spain which seized the citadel from the Moorish heirs of Tarik in 1462. Up the Ragged Staff Stairs to the town level on the west came the attack of British Admiral Rooke in 1704. In spite of the hard "outside" cliffy shield of Gibraltar on the east, the "inside" slopes on the west and north are again pointed out by strategists as the vulnerable area of Gibraltar's defenses.

While the Gibraltar Peninsula forms the eastern third of the crescent shoreline of Gibraltar Bay, the northern and western shores are Spanish. Gibraltar Town, the artificial harbor, the naval base and dockyards, and the supply depots are spread along Gibraltar's western slope, exposed to any shelling from heavy land batteries which might be placed in Spain's mountains a mile north of the isthmus, or five miles due west on the opposite side of the bay, behind the Spanish city of Algeciras. From the south, Gibraltar faces the possibility of shelling from the rocky headlands of Africa, in Spanish Morocco 14½ miles away across the Strait of Gibraltar.

The heaviest batteries now aligned against Gibraltar are hunger and thirst. The Rock itself has no fresh water, and grows nothing except a few olive trees. Within 90 acres of city space live 17,500 civilians and a regular garrison of 3,700.

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Photograph by Harriet Chalmers Adams

"INSIDE" GIBRALTAR: VIEWED FROM THE ROCK, GENTLE SLOPES AND A LEVEL ISTHMUS OFFER FRIENDLY TIES WITH SPAIN

From its famous towering cliffs that make a natural fortress wall on the east, the Rock of Gibraltar slopes down in terraces on the west to Gibraltar Town (foreground), and tapers off northward to an isthmus carrying the highway to Spain. As the isthmus widens (upper right), the land east of the highway is used for vegetable gardens, a cemetery, and a race track which also serves as the Rock's only landing field. At the northern end of the isthmus stands the Spanish city of La Linea, home of many of the workmen and food vendors whom Gibraltar employs during the day. The mountains behind La Linea (center background) curve westward and south around Gibraltar Bay (left center) to Algeciras (Bulletin No. 1).

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Oil of Near East Involves U. S. and 11 Other Countries

WHEN long-distance Italian bombers attacked the Bahrein Islands in the Persian Gulf recently after the lengthiest bombing flight on record, it was the magnet of oil that drew Europe's war into the Near East. As American-owned properties on the Bahrein Islands were damaged, the outside world began to realize the extent to which foreign nations are interested in Near East oil.

In the great block of land that joins southeast Europe and Asia, the nations containing the important sources of petroleum are Iraq (Mesopotamia) and Iran (Persia), plus the Russian Caucasus on the north and Arabia and Egypt to the south and southwest. Also concerned are Syria, Trans-Jordan, and Palestine, since some of the precious "liquid gold" flows to Mediterranean ports by way of pipe lines laid through their territories. Add Great Britain, France, The Netherlands, and the United States as countries with commercial interests, and the list includes twelve nations, with Near East oil as their common denominator.

Russia's Caucasus Area Is World's No. 2 Petroleum Producer

By far the leading producer in the Near East is Soviet Russia, which follows the United States in world order. The most important oil deposits of the Soviet Union are found in the Caucasus region between the Black and Caspian Seas. From the Baku fields alone in 1938 came some 175,000,000 barrels of crude oil.

Next in rank is Iran, No. 4 on the world's list of oil producers. (Venezuela is No. 3.) In 1939, Iran oil fields—operated under a single British concession—reported an output of more than 78,000,000 barrels. So fast has the Iranian oil business expanded since its infancy in the first World War that it now provides, through royalties and taxes, one of the country's main sources of income. Pipe lines carry the oil from wells in southwestern Iran, notably at Haft Kel and Maidan-i-Naftun, to ports at the head of the Persian Gulf. From there tankers have been hauling it chiefly to India and British bases in the Orient. Iran's western border takes in another oil field, at Naft-i-Shah, from which a pipe line crosses rugged terrain to Kermanshah.

Pipe Lines Cross Desert and National Boundaries

Oil is the only important industry of the World War-baby nation of Iraq. Its so-called Mosul oil fields comprise the historic basin of the Tigris River from Mosul, modern city beside the site of ancient Nineveh, southward halfway to Baghdad. Focal point of the Mosul fields is Kirkuk in northeastern Iraq; from there the famous 1,165-mile pipe lines carry oil to the Mediterranean coast. Branching just west of the Euphrates, the pipe lines go to their northern terminus at the port of Tripoli, in Syria, and for their southern shipping outlet they cross Trans-Jordan and Palestine (illustration, next page) to Haifa. Syria's status as a dependency of defeated France is reported to have eliminated the use of the pipe lines to Tripoli.

Great Britain, with French, Dutch, and American firms also interested, has played the leading rôle in development of Iraq's oil. Production amounted to more than 30 million barrels in 1939. Daily production for the first half of 1940 indicated an actual increase over the same period of the preceding year.

American petroleum interests have two other stakes in Near East oil. Production on the Bahrein Islands in the Persian Gulf, east of central Arabia's coast, is in

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For fresh vegetables and fruit the citadel depends on the single arterial road along the flat isthmus to La Linea in Spain, or on the exposed garden spots to the east of the road. For other food it must look to shipments entering the harbor exposed on the west. Two fresh-water wells near the isthmus are the only sources of water other than rain. The 12-million-gallon rain reservoirs, blasted into the solid rock, are fed only from rain catchments spread along the Rock's eastern slopes, with no natural protection against bombing or infection from the air.

Rising from two to six feet above the level of the water on both sides, the isthmus lies open to attack from air and sea as well as from land. Recent reports mention the digging of a canal trench across it to impede land attack. The trench project is an old defense plan; Cromwell once pondered the stratagem of sending a shipload of spades and wheelbarrows to Gibraltar, to capture it from Spain by cutting the isthmus link to the mainland.

Note: Gibraltar is pictured in a series of 17 illustrations in the September, 1940, issue of the *National Geographic Magazine*. Further material is to be found in "From Granada to Gibraltar—A Tour of Southern Spain," August, 1924. See also the following GEOGRAPHIC NEWS BULLETINS: "Gibraltar: British Sentry at the Mediterranean Gate," May 8, 1939; and "England's Road to the Orient," October 14, 1935.

Gibraltar is shown on The Society's Map of The Atlantic Ocean as a naval base of Great Britain. This map may be ordered for 50c on paper or 75c on linen.

Bulletin No. 1, November 11, 1940.

Photograph by courtesy of Lignes Aériennes Latécoère

"OUTSIDE" GIBRALTAR: A MARTIAL BRISTLING FRONT OF FROWNING CLIFFS

The eastern face of the Rock, towering to a peak 1,395 feet high, has become a synonym of strength because no attack from this direction has ever prevailed against the fortress. In addition to its natural fortifications of limestone crags, the British garrison has equipped it with artillery, whose gun ports dot the giant face with rows of pockmarks. Space for water reservoirs, storerooms, and air raid shelters has been blasted out of the rock, deep inside, considered beyond the reach of bombs or shells. The fishing village of Caleta shares the beach with barracks at its base. The faint shoreline in the background is Africa, 14½ miles south.

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New U. S. Defense Bases: They Aid Older Caribbean Stations

(This is the sixth of a series on the defense bases.)

OF THE eight defense bases which the United States has leased from Great Britain, six fringe the Caribbean Sea. While together they form a complete arc of defense for the Panama Canal, they offer added life-insurance value by bolstering the four defense bases which the United States already has in the Caribbean.

Embracing Navy, Army, and Marine posts, for sea, land, and air service, the four "senior" stations already existing are found in Cuba, Puerto Rico, the Virgin Islands, and at the Caribbean entrance to the Panama Canal Zone.

Guantánamo a Base for Nearly Forty Years

The new base at Jamaica advances Canal defense one jump north of Panama. The Bahamas base lies one jump north of Cuba. The bases on the Lesser Antilles islands of St. Lucia and Antigua are two jumps southeast of the bases on Puerto Rico and the Virgin Islands. Trinidad and British Guiana bases will form the southeasternmost guardians of the Panama Canal.

Oldest of the senior bases which the new ones reinforce is the naval station at Guantánamo, Cuba, on the southern coast of the eastern end of the island. It guards the much traveled sea route lying between Cuba and Haiti, the Windward Passage, through which shipping passes between the Panama Canal and Atlantic ports of the United States.

Land on both sides of Guantánamo Bay was first leased in the early 1900's, after the Spanish American War of 1898. This is one of the best harbors in the West Indies, big enough to hold the entire U. S. fleet, yet sheltered behind hills and a promontory that give protection against enemy or storm.

A lonely tropical outpost, whose little white cottages overgrown with flowers and vines seem slightly incongruous among the big oil tanks and storehouses, Guantánamo is generally a sleepy place, awakening to life only when the fleet is in. In its time, however, this spot has been the scene of considerable drama. Once a pirate hideout, it later became the seat of operations from which British forces attacked the nearby Spanish port of Santiago de Cuba. There, too, U. S. Marines, in 1898, made a several-days' stand against the Spanish, winning the position with the arrival of "nick of time" reinforcements.

Puerto Rican Base Is "Hawaii of the Atlantic"

At Puerto Rico, Uncle Sam recently established what is so far the newest Army air base in the Caribbean. In the fall of 1939, the first Army plane sat down in an improvised landing field at Point Borinquen on the northwest tip of the island. Now one of the hemisphere's largest flying fields is being cleared there. Together with U. S. Navy ships and planes based for patrol duty at San Juan (illustration, next page), this station is now helping Puerto Rico earn its various new titles, including "Gibraltar of the West Indies" and "Hawaii of the Atlantic."

Like Guantánamo to the west, Puerto Rico's bases stand strategically overlooking a vital sea lane leading to the Panama Canal. Lying off the eastern end of Hispaniola, the two-nation island of Haiti and the Dominican Republic, Puerto Rico is moreover the hub of defense lines that stretch in all directions. About 1,000 miles to the southwest lies Panama; another 1,000 to the northwest is Miami, Florida. To the north by some 700 miles and southeast by 650 miles are two of the recently acquired British sites, Bermuda and Trinidad.

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the hands of Standard Oil of California and the Texas Corporation. The same American companies also obtained, over the bids of various foreign competitors, a concession from the king of Saudi Arabia to develop oil fields reaching deep into the interior from the east coast of his country, not far north of the Bahrein Islands. In May, 1939, Saudi Arabia's first pipe line was opened for the 40-mile stretch to the coast at Ras-at-Tannura.

Finally, to the west, on the other side of the Arabian Peninsula, is the least of the leading oil sources of the Near East. On the southwest coast of the smaller peninsula of Sinai are part of Egypt's oil fields, which, together with those on the opposite shore of the Gulf of Suez, produced in 1939 nearly 4½ million barrels.

Great Britain, by the re-shuffling at the end of the World War, obtained authority or influence (by mandate, protectorate, or treaty) over all these oil sources and oil outlets except those in Syria and Russia. Syria became part of the French protectorate of the Levant States. The southwestern section of the present Russian Caucasus, along with Armenia in Turkey, was at that time offered by the European powers to the United States as a protectorate.

Note: The following articles in the *National Geographic Magazine* contain material on Near East countries where oil plays an important rôle: "Old and New in Persia" (Iran), September, 1939; "Change Comes to Bible Lands," December, 1938; "An Unbeliever Joins the Hadj" (Saudi Arabia), June, 1934; and "Changing Palestine," April, 1934.

See also these GEOGRAPHIC NEWS BULLETINS: "Saudi Arabia in the Grip of Modern Progress," April 22, 1940; "Iraq, Cradle of Civilizations, Has Four-Year-Old King," April 24, 1939; "Iran Completes Its First Cross-Country Railroad," October 10, 1938; and "The Simmering Cauldron That Is Palestine," November 8, 1937.

Pipe lines and oil wells are marked on The Society's Bible Lands Map. An inset shows the Middle East on the Map of Europe and the Near East (50c on paper; 75c on linen).

Bulletin No. 2, November 11, 1940.

Photograph by Iraq Petroleum Company

OIL TRAVELS A LONESOME ROAD THROUGH PALESTINE TO TROUBLED WATERS

The 620-mile-long southern branch of the pipe line system from Kirkuk, in northeast Iraq, carries oil through Trans-Jordan and Palestine to the Holy Land port of Haifa, on the shores of the war-troubled eastern Mediterranean. The pipes (right foreground) were laid in a trench cut straight across the undulating desert landscape, in stifling heat and in cold that called for overcoats and gloves. Starting with compressed air drills and dynamite, the work gangs shoveled out a long stretch of ditch of the requisite depth before the sections of pipe were joined and lowered into place.

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Bulk of Japanese Trade Is with U. S. and Great Britain

WHAT would be the effects of a complete "two-way" United States embargo on trade with Japan? Would such a sweeping boycott prove as damaging to the United States as it would to Nippon?

Facts marshalled by U. S. trade experts indicate that an American export-and-import boycott against Japan probably would hamper Japan more seriously than the United States. Japan depends so much on goods bought from and sold to the United States and Great Britain, it was found, particularly while the costly war with China continues, that loss of commerce with either of these nations would be keenly felt, and stoppage of trade with both might rock the Nipponese Empire.

Japan Narrows Her U. S. Purchases to War Needs

Between them, these two Anglo-Saxon countries supply the bulk of Japan's imports and a large share of her markets. Also, British possessions, especially India, and the Netherlands Indies (in a British sphere of influence) contribute heavily to Nippon's stores of raw materials and war supplies. Oil from the Netherlands Indies and iron and raw cotton from India supplement the enormous quantities of those commodities which Japan obtains from the United States. Low-priced cloth manufactured from imported cotton is Japan's most money-making export.

About a third of Japan's exports have been coming regularly to the United States. A third of her imports have usually been ordered in this country. But, from the American side of the exchange, the export trade of the United States to Nippon has averaged only about one-thirteenth of total U. S. exports in recent years. Meanwhile less than one-fourteenth of this country's imports have come from Japan.

In spite of Japan's increasing restrictions on her own imports in the interest of greater self-sufficiency, the 1939 value of business with the United States was almost as great as usual, with a decline only in certain American exports (illustration, next page). Largely owing to the higher price of raw silk, the 1939 value of United States imports from Japan showed a sharp increase.

Because Japan has been concentrating on supplies of military necessities, she has steadily increased her orders for metal-working machinery, petroleum products, iron and steel, copper, and other heavy industry materials.

Nine-Tenths of Japan's Silk Sold to U. S.

Raw cotton, in 1939, remained the United States' principal single item of export to Japan. It was surpassed in value, however, by total shipments of various petroleum products, such as crude petroleum, aviation gasoline, and lubricating greases. The picture is altered for 1940 by the embargo placed, in July, on shipments to Japan of high octane American gasoline and the tetraethyl lead ingredients which are added to gasoline to "step up" its efficiency.

Until the recent U. S. embargo on iron and steel scrap, Uncle Sam provided 90 per cent of Nippon's imports of these materials. The rest was obtained from Australia and other British sources. Iron ore from India, and pig iron, steel ingots, and other forms of steel from the United States have supplemented scrap to provide Japan with the "makings" of guns, ships, and shells.

In 1939, Japan bought $27,000,000 worth of copper from the United States,

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Next door to Puerto Rico, Uncle Sam's Virgin Islands have the only offshore Marine aviation base maintained by the United States. Located on St. Thomas Island of the Virgin group (illustration, cover), it controls the important Anegada Passage between the Atlantic Ocean and the Caribbean Sea. There is a Naval base also on St. Thomas.

At the Caribbean end of the all-important Panama Canal lifeline is the fourth of the U. S. bases already set up in this part of the world. As at the Pacific side of the Canal, guarding this eastern entrance are located a number of Army posts, Coast Artillery stations, an air field, and the modern, well-equipped Coco Solo Submarine and Fleet Air Base.

Note: For additional material on the bases see: "The American Virgins," *National Geographic Magazine*, September, 1940; "Puerto Rico: Watchdog of The Caribbean," December, 1939; and "Cuba—The Isle of Romance," September, 1933. These defense bases are shown on The Society's Map of the Caribbean Region issued as a supplement to the December, 1939, issue of the *National Geographic Magazine* (50c on paper; 75c on linen).

Bulletin No. 3, November 11, 1940.

Photograph by Edwin L. Wisherd

THE U. S. NAVY'S WINGS FOLLOW PONCE DE LEON'S SAILS FOUR CENTURIES AFTER

The harbor of San Juan on Puerto Rico's northern coast, where Ponce de Leon was governor in the early 16th century, is one of the four "senior" defense bases maintained by the United States in the Caribbean. Several Navy planes are visible in the harbor (left) beyond the cruisers. A new government cement plant at Cataño across the harbor accounts for the smokestack (right background). The name on the oil tank (center) retains the anglicized form which has been officially changed to the old Spanish spelling "Puerto Rico." The clock tower indicates the railroad station.

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Labrador, Land of Fish and Forests

THE recent death of Sir Wilfred T. Grenfell draws attention to that remote northeastern region of North America whose name is known to millions only as the scene of the life drama of the tireless "Labrador Doctor." And the scene has dramatic boldness to match his story.

Twice as large as England, and larger than the State of Nevada, Labrador is almost empty. It has fewer than 5,000 inhabitants, making it one of the most sparsely peopled lands on earth. Yet two members of the British Empire family of nations had a million dollar law suit over rival claims to its wealth.

Labrador is a triangular chip off Canada's northeasternmost shoulder, governed as a dependency of Newfoundland. It comprises roughly the Atlantic watershed area of the greater Labrador Peninsula, which lies between the Atlantic Ocean and Hudson Bay in the upper right-hand corner of maps of North America.

Cod Fishermen Were Pioneers along Coast

Newfoundland cod fishermen by the thousands long ago established their homeland's jurisdiction over the bleak, much-indented coast of Labrador, from the Strait of Belle Isle north to Cape Chidley, where they cruised each summer. Before the loss of European markets for dried, salted cod, as many as 30,000 fishermen took part in this annual pilgrimage "down to the Labrador."

To vast eastern reaches of the almost uninhabited interior, with its known resources of timber and water power and possible untapped stores of mineral wealth, both Newfoundland and Canada's Quebec Province had claims. A decision of the British Privy Council in 1927 awarded to Newfoundland, with the coast, a triangular mainland area almost three times the size of the island itself.

Descriptions of Labrador feature wooden cod- and salmon-fishermen's shacks, on flimsy piles clinging spiderlike to surf-battered, rocky shores. Fleets of schooners anchor in tiny harbors where motor boats and yellow dories also find haven. This is a true picture of the barren, inhospitable Atlantic coast (illustration, next page), which is swept by the frigid, iceberg-laden Labrador Current.

But a summer voyage a few miles up any of the deep southern bays affords a sharp contrast to this desolate coastal picture. The air grows warmer; dense evergreen forests creep up the hills until they cover the highest summits.

Grand Falls Twice Niagara's Height

Most of the inland is still unsurveyed. The country is generally a rolling plateau, studded with lakes and streaked with rivers. Many of the lakes are large (Michikamau is 85 miles long), and fresh water covers about one-fourth of the total Labrador area. The lakes teem with fish, and the forests shelter caribou, bears, and porcupines. Geese and ducks abound. Between the plateau and their lower courses, the rivers thunder over mighty waterfalls and foaming rapids. The 316-foot Grand Falls of the Hamilton River is Labrador's leading spectacle.

Labrador summers are short and cool; winter lasts from November to May. But most of the people prefer the winter, when summer's hordes of mosquitoes are gone, when the sled dogs pull strong in the traces, when the clear air sparkles with frost rime, and holiday dances tempt visitors from distant bays.

Of Labrador's total population of less than 5,000, more than 1,000 are Eskimos, and a few hundred are Algonquian Indians of the inland forests. The English-

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or 90 per cent of Nippon's imports of this metal. The United States continued to ship to Japan quantities of wood pulp and sawed Douglas fir timber.

Japan is much more dependent on exports to the United States than is this country on shipments to Japan. The United States annually purchases 90 per cent of Japan's chief single export to America—raw silk. Last year this item had a value of almost $107,000,000, representing two-thirds of the total U. S. import trade with Japan, and 1940 silk imports show an increase. The loss of revenue from this, her second most profitable export item (second only to cotton textiles), would be much more damaging to Japan than to America, where synthetic silk substitutes are being increasingly used.

Among other U. S. 1939 imports from Japan were listed such varied items as 744,000 mink furs, more than 800,000 pairs of tennis shoes, almost five million pounds of mother-of-pearl shells, 5,000 tons of crabmeat, twenty-two million lily bulbs, over eight million pairs of *cotton* hose, six and one-half million straw hats, almost 100 million electric bulbs, 29 million zippers, as well as quantities of chinaware, bristles and brushes, dressed dolls, and other toys.

Note: See the following articles about Japan, its industries and trade, in the *National Geographic Magazine:* "Women's Work in Japan," January, 1938; "Friendly Journeys in Japan," April, 1936; and "Japan, Child of the World's Old Age," March, 1933.

See also in the GEOGRAPHIC NEWS BULLETINS: "Trade With Japan, Less Than Century Old, Amounts to Millions," November 27, 1939; "A Silk Thread Links American Worker to Oriental Worm," February 21, 1938; "'Made in Japan' Label in Many American Shops," October 25, 1937; "Japan's Relative Scarcity of Home-Grown War Materials," October 11, 1937.

Bulletin No. 4, November 11, 1940.

Photograph by W. Robert Moore

AMERICAN AUTOS PUSH THEIR WAY INTO A JAPANESE HORSE-AND-BUGGY ERA

Above a Japanese license tag, the Buick's name shows its American origin. Automobiles, parts, and accessories in recent years have accounted for as much as $13,581,000 worth of the imports into Japan from the United States, more than 6,000 passenger cars in 1937 alone. Lately, however, imports of autos have declined sharply, although trucks and unassembled parts still constitute a sizable fraction of the Japan-U. S. trade. As automobiles arrived more quickly than Japanese roads could be widened and extended, stubborn traffic jams resulted. The car of a National Geographic Society photographer was crowded into a gutter by this primitive cart, a wooden sled dragged on wheels, loaded with baskets of coal.

speaking, white "Livyeres" (corruption of "live here") of some bay-head communities have abandoned the coastal fisheries, and now live entirely by trapping mink and otter, fox and marten. Fishing and trapping are still the chief occupations, but there is a mill cutting pit props in the south.

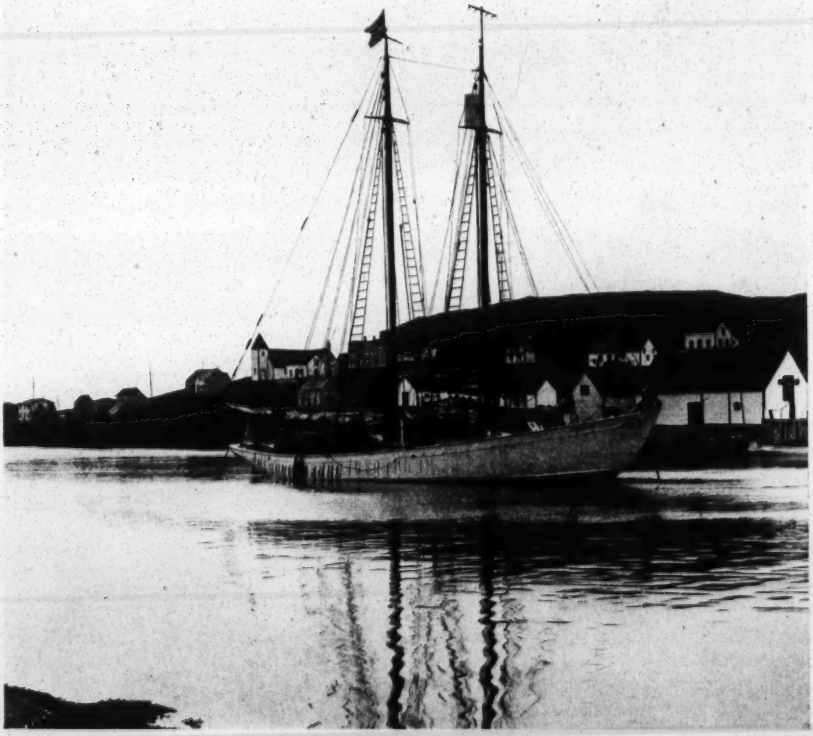
The dependency has no roads (except for a few miles of village wagon tracks), no railroads, no telephones, no gas stoves, and no newspapers. Radio brings the news to the larger settlements. A mail steamer serves the coastal ports in summer.

Along the southern half of the coast is the chain of hospitals, schools, handicraft shops, and nursing stations of the International Grenfell Association, while in the north the Moravian missions administer to the Eskimos.

Note: For additional data on Labrador, see "Flying Around the North Atlantic," *National Geographic Magazine*, September, 1934; "Birds That Cruise the Coast and Inland Waters," March, 1934; "The MacMillan Arctic Expedition Returns," November, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Labrador: Newfoundland's Ugly Duckling," October 28, 1935. The Society's Map of Canada and the Map of the Atlantic Ocean show Labrador in some detail. The latter map traces the course of the Labrador Current.

Bulletin No. 5, November 11, 1940.



Photograph by Maynard Owen Williams

A VISITOR TAKES THE AMERICAN FLAG INTO LABRADOR'S BATTLE HARBOR

The two-masted *Bowdoin*, one of the two vessels which carried the MacMillan Expedition into the Arctic for the National Geographic Society in 1925, pauses to refuel and reflect at the typical Labrador settlement of Battle Harbor, where the coastal headlands drop to a rocky shoreline. The peaceful harbor, between Battle Island (background) and Grand Caribou Island (foreground), takes its warlike name from an old conflict between Indians and Eskimos; the latter, driven north by the better-armed Indians, are no longer seen there. The town on Battle Island has possibly 200 inhabitants during the fishing season, when herring nets are spread in the harbor. Its frame buildings include an Episcopal church with modest steeple, a hospital, a Grenfell Mission station complete with library, and one of the farthest north year-round radio stations on the east coast of the Americas.

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